

64th YEAR

RICHMOND, VA., SUNDAY, JULY 19, 1914.

PRICE FIVE CENTS

HIGHWAYS IN THE
BRISTOL REGIONSWide-Awake Board of Trade Has
Been Doing Things for
Good Roads.

GREAT WORK STILL GOES ON

Completed Highways Are At-
tracting Attention of Tourists
From Far and Near.

Bristol, Va., July 18.—Henry Roberts, good roads' booster of the Bristol Board of Trade, has an interesting article in the latest issue of the American Motorist, published at Washington, D. C., touching the significance of good roads development in the Appalachian Valley, and particularly in the Southwest Virginia and East Tennessee counties adjoining and adjacent to Bristol. The story is illustrated with a one-page view of a picturesque scene on the Bristol-Bluefield Highway in Tazewell County.

Mr. Roberts says in part: "Situating in the great Appalachian Valley, between the Alleghany and Cumberland Mountain ranges on the North and the Blue Ridge range on the South on the State line between Virginia and Tennessee, in the center of the section of the United States east of the Mississippi River and in the center of the Southern Appalachian territory, the fact that Bristol is to become one of the most important tourist centers of America is as little realized by the people of Bristol and this section as by the tourists of the country who are seeking new scenes to visit."

In fact, the people of this section began building macadam roads ten years ago simply as a local business investment, and the returns on the investment have been so satisfactory that twenty counties within 100 miles of Bristol in Southwest Virginia and East Tennessee have voted in bonds and appropriated from direct levies more than \$7,000,000 for improved roads and bridges during the last decade, and of this amount more than \$5,000,000 has been expended in constructing many bridges and hundreds of miles of macadam road.

AS THE DAYS WENT BY

Following the organization of the movement to construct the Bristol-to-Memphis Highway across the State of Tennessee some three years ago, the officers of the Bristol Board of Trade foresaw that Bristol might be made a great highway and tourist center, and a comprehensive campaign for the promotion of a system of through and interstate highways was planned, and the work of education and promotion then begun has been pushed so aggressively and the citizens of this section have taken such co-operative interest that the results have been simply wonderful, and practically every district and county in this section has contributed thousands of dollars from their private bank accounts in order to build such roads.

Such remarkable progress in road construction has been achieved that the American Automobile Association has extended its 1914 Maryland-Virginia map so as to show all these important highways as far south as Morristown, Tenn., eighty miles southwest of Bristol.

The Bristol-Memphis Highway is practically completed from Bristol to Knoxville, 140 miles, and only eight miles south of Jonesboro will be unfinished. By this fall, satisfactory progress is being made on the Knoxville-Virginia map so as to show all these important highways as far south as Morristown, Tenn., eighty miles southwest of Bristol.

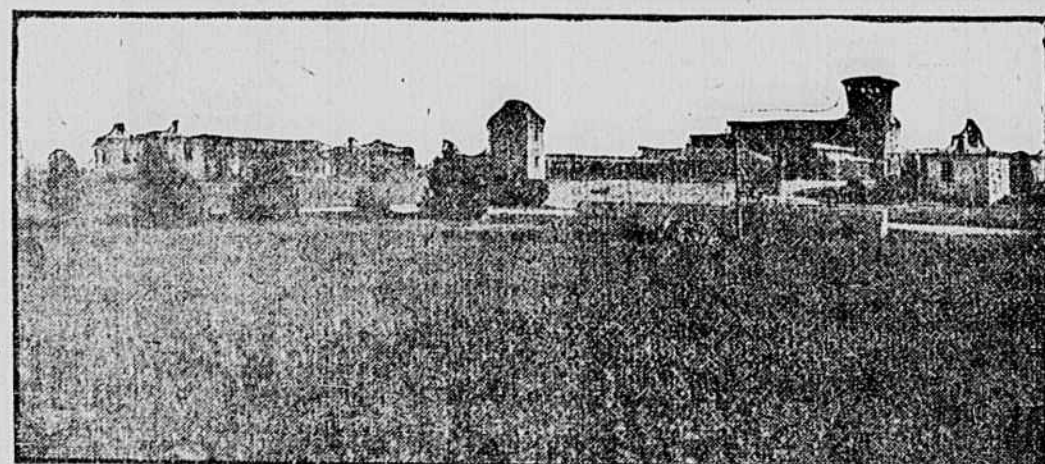
The Bristol-Washington Highway is being constructed through Washington County, Va., to the Smyth County line at the terminus of the Old Valley Pike, a magnificent road constructed by the State of Virginia sixty years ago. This old highway is followed by Roanoke, and much of it has been or is being resurfaced, and it is in good condition, although some sections are rough. The trip from Bristol to Roanoke, 150 miles, is made in eight hours. Montgomery County has been slow to begin resurfacing this old highway, but Blacksburg district, the home of the Virginia Polytechnic Institute, recently voted \$100,000 road bonds, and a new route through that county will be available in a year or two.

The Bristol-Norfolk Highway Association was recently organized, and an improved hard surfaced road will be completed across the State of Virginia, between these points, within three years. Much of this road is already completed, and the force of the organization is being concentrated on the unfinished gaps.

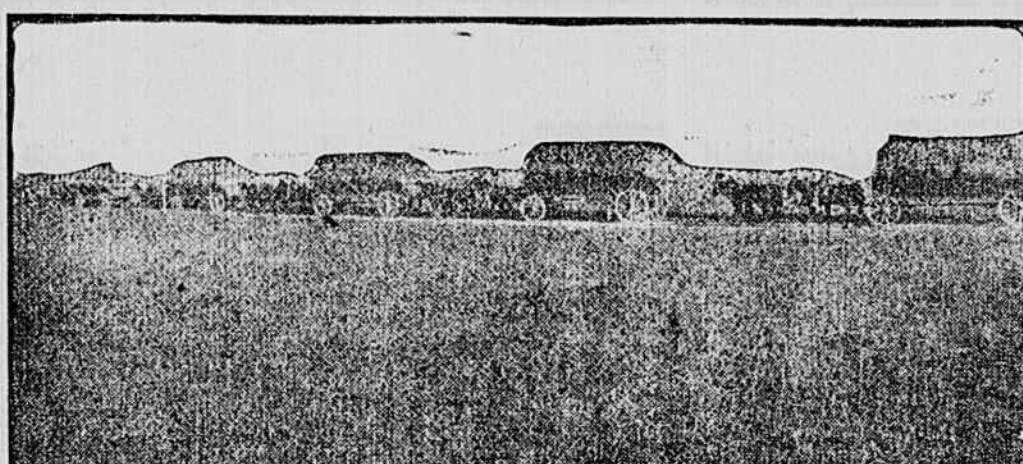
The Bristol-Wise County Highway is being promoted and constructed to give direct connection between Bristol and the Clinchfield and Wise County coal fields.

Daniel Boone was a great "Path-
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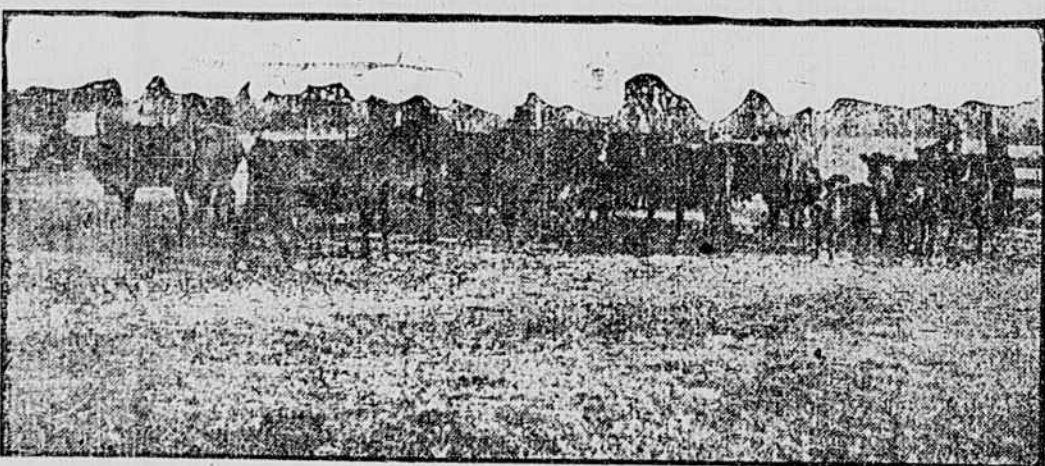
SCENES AT CURL'S NECK ON JAMES RIVER



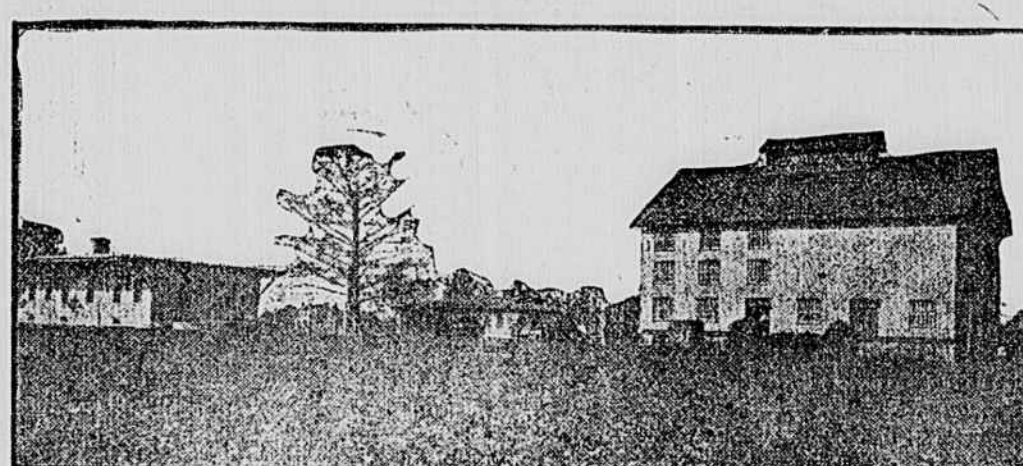
Horse Homes.



Hay Making.



The Red Polled Cattle.



Granary and Office.

AN EXPERIMENT STATION
WRESTLING WITH TOBACCOFarm Given Over Almost Entirely to
Improving Growth of Bright
Leafing.

SOME THEORIES EXPLODED

Barn Improvement Receiving Special
Attention—North Carolina Experimental
Work Will Be Watched
Closely by Virginia Tobaccoists.

BY S. R. WINSTON.
Oxford, N. C., July 18.—What are the methods employed by the Granville County Experiment Station in charting the course for the tobacco farmer to follow in producing the maximum results from the cultivation of their crops? Is the station or farm fulfilling its original threefold purpose of determining the brand of fertilizer best adaptable to this North Carolina soil, what rotation crops yield best results, and what variety of tobacco seed yields the maximum results? These are the questions which the Granville County Experiment Station is endeavoring to answer.

The Granville County Experiment Station is one of a group of five test farms and two substations maintained in the State by the State and national departments of Agriculture, acting jointly. The revenues appropriated by the State toward the maintenance of these test farms are derived from the fertilizer inspection tax. The Granville farm is operated on a more extensive scale than the other four stations, and its chief purpose is for tobacco investigation. Three years ago the station began its investigations in the State by leasing ten acres of the present farm of 214 acres. The past season's crop, however, was the first experiment carried through to a conclusion under the personal attention and direction of a competent director.

PRACTICAL FARMER WITH

FULL COLLEGE COURSE

E. G. Moss, a native of the county who is thoroughly acquainted with the cultivation of tobacco—ideas formulated from a life-long experience with its production—is director of the experiments. Mr. Moss supplemented his four years' experience in tobacco with a four-year course at the University of North Carolina. He graduated from the University with the class of 1902, and was taught by that scholarly agriculturist and chemist, Dr. Charles Raskerville, then associated with the chemistry department. Mr. Moss' analytical training thoroughly equipped him for his work, and he is fully competent to direct the investigation of the Experiment Station.

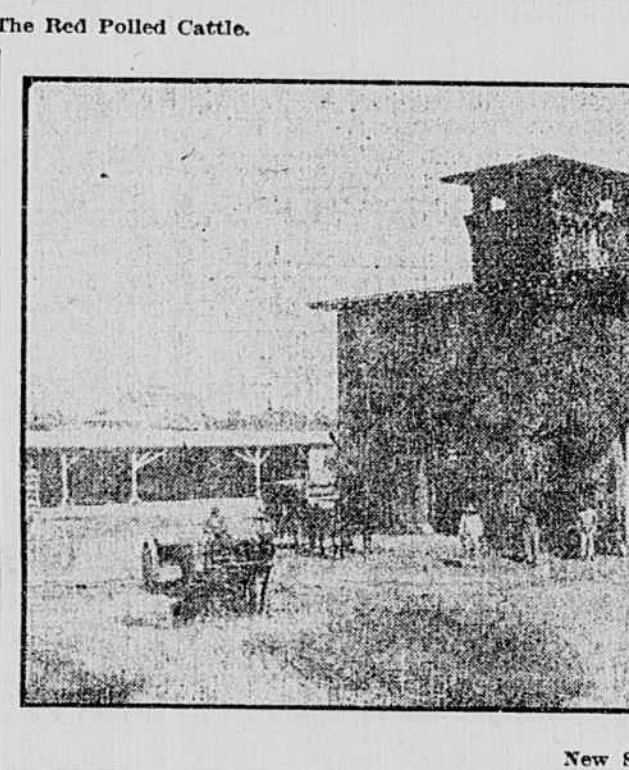
The farm is located one mile from Oxford on the site once occupied by the county home. The State paid Granville County \$3,000 for the location, the 245 acres of land constituting the chief value of the purchase. The buildings, weather-worn and dilapidated, are being torn away for the construction of modern buildings. A handsome residence, three barns and a tobacco storage-house have been constructed. Five laborers and four horses are employed regularly to carry on the operations of the station.

THIS WAY THE THING

IS BEING DONE

Sixteen acres of tobacco are being cultivated this year, the acreage being somewhat curtailed by the prevailing drought. The total acreage here are subdivided into plots, embracing thirty-five varieties of tobacco. The first investigation of worth to the Granville farmer was established in connection with the test work of the various tobacco seeds given a try. It was discovered of the last season's crop that a tobacco seed, known locally as the Adecock tobacco, yielded the best results of the thirty-five varieties given a test. This type of tobacco is a local product, and the deduction advanced by Mr. Moss is that the seed has become acclimated to the Granville soil, hence best fitted for plant here. The Adecock type of tobacco is already popular in certain communities of the county, but the general claim made for it by the experiment station will increase its popularity.

The investigation as to the rotation
(Continued on Third Page.)



New Stables.

GOOD ROADS FOR AMELIA;
SOME TROUBLE AHEADThe Amelia County Good Roads Association Seems to Be Having
Hard Times.

C. N. Stacy, the secretary of the Amelia County Good Roads Association, sends the Industrial Section the letter given below, and asks that it find a prominent place. The letter is given prominence, because, in the first place, it is new, in that it lets the world know that Amelia County realtors has a good roads association, a thing that a traveler through the county would hardly suspect. In the second place, the letter brings out some new thoughts about wide and narrow roads for country wagons. The letter is for country wagons. The letter is for country wagons.

There has been a very deep interest here for the past two years in the matter of improved public roads. Taxes have been raised to the limit, and contributions of about \$5,000 from public-spirited citizens, coupled with State aid, have given quite an impetus to good roads, and during the past year about seventeen miles of good roads have been built. In October last the supervisors passed resolutions limiting loads of lumber hauled over the good roads to 600 feet on tires three inches wide and under the law that occurred in February and March last, that part of the good road over which lumber was hauled was cut all to pieces, and had to be repaired at great expense.

Notwithstanding the above law was constantly violated, no prosecution occurred under it, until the latter part of June, when a good many parties were arrested and fined for exceeding the limit. These parties took an appeal, on the ground that no damage was being done to the road at the time of the year and that the purpose of the law was being exceeded. A very considerable interest was aroused and the matter brought before the Board of Supervisors at a special meeting last Wednesday.

The board deferred action until their regular meeting to-day. At this meeting a set of regulations carefully prepared, designed to protect the roads from damage in wet weather, was gotten up by a committee of the Amelia Good Roads Association, and presented to the Board of Supervisors for adoption. These regulations were not considered, but the old law was continued in force till August 5, when the quantity of lumber to be hauled may be increased to 800 feet on less than four-inch tires and 1,500 feet on four-inch tires.

Other parties may carry loads of 2,000 pounds during December to April, and 3,000 pounds from April to December. The fine for violation is not less than \$5 nor more than \$100 for each offense.

This law, prepared by the Commonwealth's attorney, affords no protection from damage to the roads during wet weather, but the wet spells occur in May and June and other summer months, and at times roads that are used much are worse in these summer months than at sometimes in the winter months. It will be an easy matter for haulers to ruin the roads at these times. It is strange that the Commonwealth's attorney and the board of
(Continued on Second Page.)

VIEWS AND NEAR VIEWS:
HINTS AND SUGGESTIONSBY FRANK S. WOODSON,
Industrial Editor.

This column is open to contributors who have something to say of a suggestive nature, and who are willing to make hints and suggestions looking to the better development of the good old State of Virginia. West Virginia and North Carolina, and who can hold their suggestions down in any one issue of the Industrial Section. Such communications, addressed to the Industrial Editor, will receive prompt attention.

The Outlook.

The Richmond office of the R. G. Dunn & Co.'s Agency sums up the situation for the Industrial Section as follows:

A general summing up brings out a number of favorable factors in the local commercial situation. The long-continued drought which prevailed over most of Virginia and North Carolina was broken by good rains, and where recent predictions as to the crop yield were very pessimistic, developments have shown these to have been almost groundless. Several of the staple products will undoubtedly be somewhat late, as a result of delayed planting, but throughout Virginia present indications are that corn, tobacco and peanuts will be fully up to the average. In North Carolina reports are to the effect that planters will harvest the best crops for several years past.

In most of the jobbing lines represented here the volume of sales has been fully up to normal for the season, and a number of houses report substantial gains over last year. Collections have been slow for some time past, and as this is generally ascribed to the difficulty of the country merchants in making collections, it is expected that this condition will be relieved materially in the next sixty or ninety days, when farmers begin to realize on their products.

An customary number of banks and manufacturing concerns announced their dividends for the first half-year, and the amount to be distributed showed a substantial increase over any similar period in the past. The bulk of local manufactures are of a nature to be slightly affected by a depression of trade, and labor has been well employed. This, taken in connection with the seasonable weather, has made retail trade unusually good. The city building inspector's report for the month of June, 1914, showed a net gain over June, 1913, of about \$20,000, and building operations have been on a larger scale than for some time past. The real estate market has also been more active since the passing of the semiannual period. The total sales of internal revenue stamps at the local office for June amounted to \$13,633.45, including cigarettes, \$22,456.75, cigars, \$61,557, and manufactured tobacco, \$115,772. This shows a substantial gain over the same month last year. Richmond bank clearings for the first
(Continued on Third Page.)

COTTON MANUFACTURING
ALL OVER THE SOUTHLAND

Time Coming When South Will Manufacture Greater Part of Its Cotton Crop.

The following, taken from the Manufacturers' Record, was written largely for the information and encouragement of Southern cotton manufacturers, but it does not stop there. It is full of good news to all Southern people who are of optimistic and hopeful temperament.

"It begins to appear likely," says the Record, "that the cotton mills in cotton-growing States of the South will end the current commercial year with a record in cotton takings beyond 2,000,000 bales, a record that the mills of the rest of the country have never made, and one that all the mills of the country, including those of the South, did not reach until 1898, just sixteen years ago. Up to last Friday the Southern mills had taken 2,019,216 bales, a quantity within 56,243 bales of the total takings by such mills in the year ended August 31, 1912. In that year, between July 10 and August 31, the Southern mills took 255,945 bales, making the total takings for the year 2,269,559 bales. If as many bales are taken during the rest of the present year as were taken in the same period last year, the total takings by Southern mills will be 2,172,334 bales. But up to July 10 the takings by Southern mills this year were 205,705 bales more than in the same period of 1913, an increase of 7.5 per cent. Should a like rate of increase be maintained this year, the total takings in the Southern cotton-growing States will be 3,154,461 bales, indicating takings by all the mills of the country amounting to 5,000,000 bales.

The advance made in takings by Southern mills from 1,919,232 bales in 1904 to more than 3,000,000 bales in 1914 is but a part of the interesting story of the development of the textile interests of that section from the 175,000 bales taken in 1850, at the time of the revival of the industry after twenty years of wreck and depression, to the 1,000,000-bale mark in 1897, to exceeding the takings by mills in the rest of the country in 1903 for the first time, and that record repeated in 1913. So far this year the record, much is still to be done before the South can be enjoying to the full its wonderful opportunities in the textile industry. So far this year the total supply of commercial cotton has been 14,575,826 bales, an increase of 672,536 bales, or 4.6 per cent over the same period last year. But of that commercial crop the Southern mills, while taking nearly 54 per cent of the total American takings, have taken only 19.9 per cent. Three times as many bales of Southern-grown cotton have been sent to foreign lands this year than have been taken by Southern mills. Great Britain alone having taken 462,655 more bales than they, when the reverse shall be the rule, when the South shall be spinning three times as much cotton annually as it exports, when 10,000,000 bales instead of 3,000,000 bales are its record, then the South will be approaching its correct status as a cotton manufacturer. It is consuming now three times as much cotton as in 1897. Is there not
(Continued on Second Page.)

WIDER MARKET OPENS UP
FOR VIRGINIA IRON MEN

Old Dominion First to Feel Good Effect of Freight-Rate Reduction.

SERIOUS HANDICAP REMOVED

Southern Iron Furnaces Can Get Product to Market on Fair Competing Grounds—New Freight Rates Especially Good for Virginia.

James A. Green, of the firm of Matthew, Addy & Co., of Cincinnati, writes for the Manufacturers' Record an article headed "Wider Market for Southern Iron," which is of intense interest at this time, and for that reason it is copied in part from the Record. Mr. Green says:

"Ironmaster in the South. In Virginia, Tennessee and Alabama, have been as much astonished as pleased by the action this week of the Interstate Commerce Commission in reducing freight rates. They had asked for these reductions so long ago that it seemed as if the commission had forgotten all about them. Of course, now that it is all over, it is easy to see that these matters cannot be decided offhand; that they are complex, many-sided and a change in either direction affects many interests.

VIRGINIA GETS RIGHT

"The new rates from the Virginia furnaces make for economic righteousness. If there is any fault to be found, it is that the commission in this instance did not go far enough. The Virginia furnaces must ship all of their output away. There is practically no local market. They are all situated on the lines of two great systems—either the Chesapeake and Ohio or the Norfolk and Western. To reach their market they had to ship mainly to points beyond the direct reach of these lines. And the railroads to the north, with the intention apparently favoring local furnaces, had made the rates beyond the initial lines so high that competition was almost eliminated. Philadelphia, Eastern Pennsylvania, New York and New England, where the Virginia furnaces used to ship all of their output, were almost wiped off the map, for their Buffalo furnaces, thanks to some marvelous freight rates, were enabled to get as far south as Baltimore at prices which Virginia could not touch. The thing itself was wrong, and the way it was done by Northern railroads, was even worse, and the Interstate Commerce Commission in this case, has rightly seen its error. Virginia is an iron center in a good deal more on the map than it was.

WHERE SOME OTHER STATES COME IN

"Alabama and Tennessee furnaces are going to be, by reason of this rate reduction of 25 cents a ton, more potent in the Middle West. They are not going to be able to compete in Pittsburgh and Cleveland territories with local iron any more than is the case at present. Southern iron in those districts is no expensive a luxury even with the lower freights to be used, except with extreme moderation. But in Detroit, and especially in Chicago, Southern iron will find a much heavier demand. Its reduction has shown their frontier line farther to the north. When the Interstate Commerce Commission came into being it happened that Southern freight rates were at their maximum in the old days, and they were fixed, rising and falling with the price of iron. For example, Cincinnati had a rate when iron was cheap of \$2.25 per ton from Birmingham. The rate to-day is \$2.25, and this reduction, effective August 1, will make it \$2.00. This proportion holds good everywhere. When the commission was formed the rates were at their maximum level and there they stayed. The railroads were afraid to put them down because they knew of no way to put them back. New furnaces have in the past decade been built in the North, and with local competition and these maximum rates, the South has for years labored under a heavy handicap. This has now been partly removed.

NEW OWNERSHIP OF
CURL'S NECK FARMBillings Will Make Famous
James River Estate a Great
Horse Industry.

SOMETHING NEW IN VIRGINIA

Curl's Neck No Longer a Cattle
Proposition—A Great Breeding
Industry Is Established.

Old Curl's Neck Farm, down on the James River, within eighteen miles of Richmond, and a part of a very valuable and important part of Henrico County, is historic. All of the days when the Times-Dispatch knew pretty well about the ancient history of the Curl's Neck place, the part it played in the days of the Revolution, the Federal days, and in the days when the Federals and the Confederates "argued" with shot and shell for its possession. Curl's Neck Farm was in the days of the Revolution a great world-burner, and it was until the world burns down, because Curl's Neck is so rich in its earth and so attractive in its surroundings that it must always attract attention.

This magnificent property has passed from hands to hands right much, and in the past half century. The story of these various passings would doubtless be very interesting to Times-Dispatch readers, but, skipping over several of the transfers, let us come down to the doings of to-day.

BILLINGS CAME DOWN

A former owner AND BOUGHT IT thought that the cattle business was the best thing to make that good place pay, and the average reader who has followed The Times-Dispatch knows very well how this owner made good things, and marketed them all in Richmond.

A year or more ago C. K. G. Billings, a New York man, with a whole lot of money, bought Curl's Neck. At the time there was in Virginia, especially in Richmond, a great deal of speculation and speculation as to what Mr. Billings was going to do with his big investment down on the James River. All of Richmond, and all of the country, so far as that goes, knew that Mr. Billings was a great admirer of horses. It was known that he was the owner of some of the most noted horses in the country, among them the Harvester, whose record, if I remember aright, is 2:01. Lou Dillon, 1:58.2, and Uhlend, the famous and unbeaten 1:58.

A GREAT HORSE GROWING

INDUSTRY IN VIRGINIA

It has been found out just what Mr. Billings proposes to do at Curl's Neck. The information has leaked out in a way that is only known to newspaper men. From this good day on Curl's Neck will be a great horse-producing industry, and as such will make Virginia more famous in this respect than it was ever known to be before. To make good room at Curl's Neck for the fine breeding industry, the cattle-houses that were in use by the former owner of this magnificent property will be converted into stables and horse barns. To that end Mr. Billings will dispose of all the high bred cattle that came to him in the purchase of the property, and he is not very particular about the price of the same. As I understand it, Mr. Billings proposes to make Curl's Neck a great Virginia horse producing farm, and he wants to get rid of all other kinds of stock that may in any way interfere with the breeding industry, which he proposes to make existing in this city of Virginia. Mr. Billings thinks Virginia is the best State in all of the Union in which to grow and to breed sure-bred horses, and he proposes to make Curl's Neck a great breeding station farm to that effect. To that end he has instructed his agents to get rid of all other stock, so that the place will be given over entirely to the horse industry.

In conformity with the instructions of Mr. Billings his agent will sell off at auction right at once, without regard to the price, the magnificent herd of red poll cattle that the former owner of the Curl's Neck Farm.

I am told that this public sale of the Curl's Neck stock will take place at the Southern Stock Yards, at the city of July 29, and on that date fifty head of magnificent cattle will be sold without reserve.

APPLES TO BE PLENTIFUL;
OUTLOOK FOR GREAT CROP

Northwest, Like Virginia, Will Have an Abundance of Fruit—Estimates of Crops.

A review of the crop up to date, with an estimate of this year's apple crop, says: This year's apple crop in the United States will exceed the record of 1912, according to a survey of the National Fruit Distributors, the co-operative selling agency, which handles 65 per cent of the Pacific Northwest's commercial shipment. It is apparent from reports issued by the head offices in Spokane, Wash., that apple shipments from Washington, Oregon, Idaho and Montana will amount to about 15,000 cars, a smaller total than authorities estimated earlier in the season. However, this figure is not final. The big selling season is now making a careful survey of the crop in all localities. Each district in the four States will furnish a definite estimate to be reported at a meeting in Spokane, July 15.

Conflicting reports of California's apple crop have been received. The Watsonville District and the Palmar Valley each promise 3,000 cars. Colorado, it is reported, will have the largest crop in its history, totaling between 3,000 and 3,500 cars. Utah and New Mexico will show increases. "Practically all States will have apples," the summary continues. "New York's crop will be the largest since 1896, it is declared. There may be a falling off in Indiana, Wisconsin and Minnesota, but these States are unimportant in point of production. Iowa is still uncertain. There will be large gains in all the Southern States, particularly in the well-known apple producing district of Virginia. "Canada's apple crop will be very satisfactory, according to its department of agriculture. England will have only a 50 per cent, its apples having been damaged by a May frost."